

Testimony of
T. Michael Morrissey
Director of GOVT Affairs – Business Development
ALTERNATIVE FUELS COALITION OF CONNECTICUT
332 Strickland Street
Glastonbury, CT 06033
860-280-8027
Morrissey.consulting@cox.net

In OPPOSITION to

S.B. No. 4: AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT.

**TRANSPORTATION & ENVIRONMENT JOINT COMMITTEE PUBLIC HEARING
VIA ZOOM
Legislative Office Building
Friday March 11, 2022
CT General Assembly**

Chairpersons of the Transportation & Environment Committees, Ranking Members & distinguished members of both Committees, I am Mike Morrissey representing the Alternative Fuels Coalition of Connecticut. I have also served as State Director to the National Propane Gas Association for 23 years.

Our Coalition is an active member in our state's three Clean Cities Coalitions, and I am here to oppose **S.B. No. 4: AN ACT CONCERNING THE CONECTICUT CLEAN AIR ACT** unless the Bill is amended to include "**LOW EMISSION VEHICLES**" in all operative and or applicable sections of the Bill itself. Propane is a Low Emission fuel and is positioned to play a significant role in the path to carbon neutrality today and tomorrow.

Our State cannot afford to leave billions of dollars in Federal funds off the table by not including Low Emission fuels like propane, which is shovel ready now in the medium and heavy-duty vehicle space where electrification, does not offer an affordable, technical or proven solution. This gap in technology in part is covered by the \$1.2 trillion Infrastructure Investment and Jobs Act, which includes almost \$7 billion in funding for alternative fuel infrastructure and incentives. This includes access to \$2.5 billion in grant funding for propane refueling infrastructure; \$2.5 billion for propane school bus funding; and \$1.6 billion in funding for propane transit vehicles. Additionally, propane vehicles in this space since 2006 have qualified for the Federal Alt Fuel credit of 37 cent per gallon. Leaving this kind of money off the table in a state which is **not on track** to meet its 2030 emission reduction goals, makes no financial and environmental sense at all. Even CARB emissions standards, accommodate low emissions fuels.

Additionally, propane infrastructure investments are already in place now and do not require the billions of dollars of electric infrastructure funding over a long duration of time to support itself. More importantly, propane offers energy resiliency. Relying on one energy source (electricity) is dangerous, irresponsible, and undermines sound energy diversity planning and resiliency. Placing “all your eggs” in one basket never has been and never will be, a good idea.

Our organization has played a key role in facilitating the adoption of over 700 propane autogas powered school buses in CT. Nearby, in Boston, over 500 school buses now operate on propane. In fact, there are over 22 thousand propane autogas buses operating throughout the United States transporting over 1.2 Million children daily. Propane powered school buses are 96% cleaner compared to their clean diesel counterpart and today’s propane powered buses comply with the most stringent 2027 CARB’s medium to heavy duty emission standards.

Finally, when medium to heavy duty vehicles do not have an electrification solution, they will perpetuate the harmful use diesel and gasoline fuel. Going forward, Low emission transportation fuel like propane, would displace the dirtier transportation fuels and accelerate both short- & long-term emission reduction targets. We strongly encourage your committee to amend **S.B. No. 4** to **include** Low Emission fuels, like propane. Thank you.